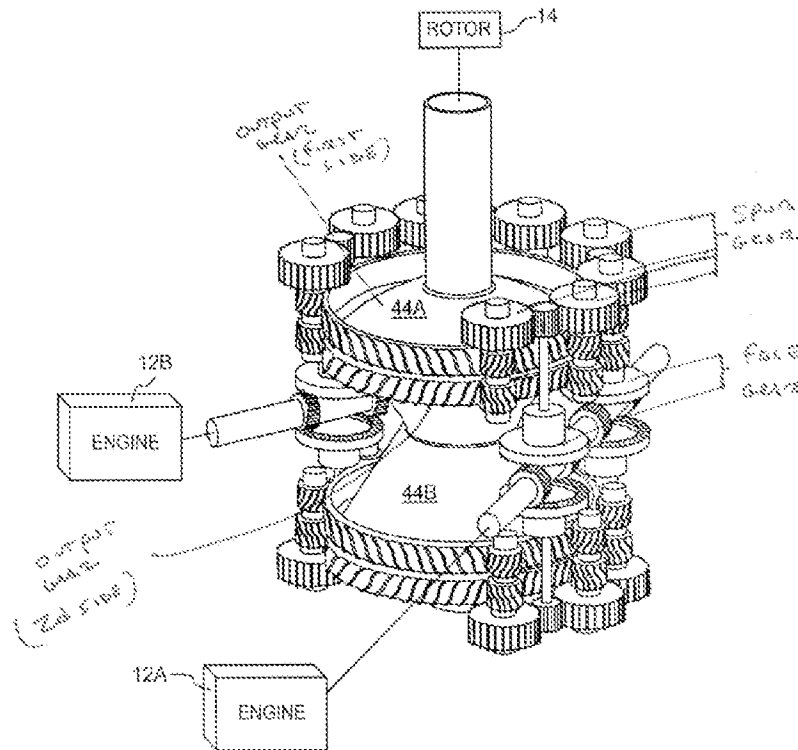


**REMARKS**

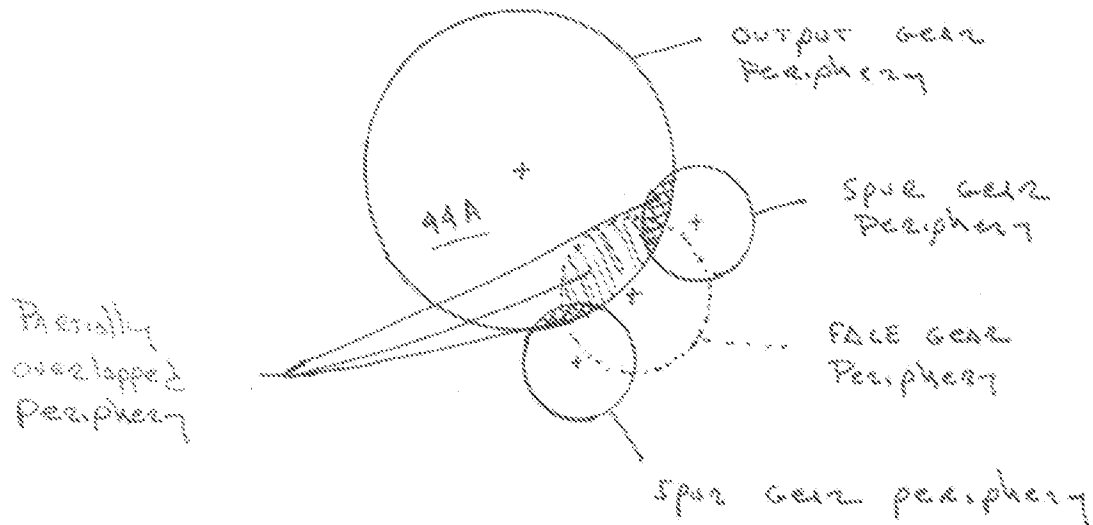
Applicant wishes to thank the Examiner for this seventh Office Action. Claims 1, 3-24, 26, 27, and 38-45 remain pending.

Claims 41-45 were rejected under 35 U.S.C. §112, second paragraph. Applicant respectfully traverses this rejection. As best illustrated in the annotated Figure 8 below, the output gear defines a periphery which is at least partially overlapped by the periphery of the spur gears and the face gears.



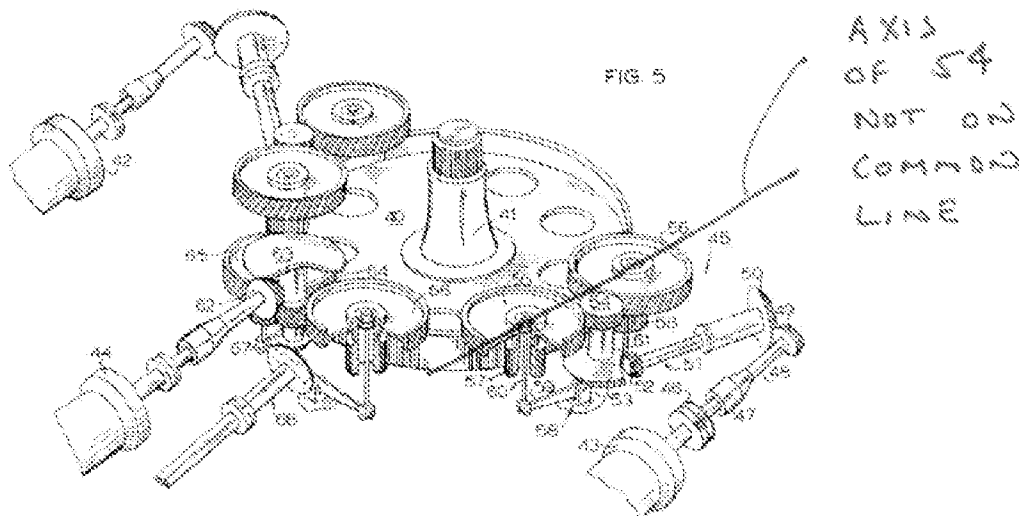
**FIG. 8**

This is schematically illustrated in a simplified top view below.



Applicant's novel gear arrangement is not only proper under 35 U.S.C. §112, but provides a significantly more compact split torque gearbox system which is neither disclosed nor suggested by the cited references.

Claims 1, 3, 4, 12, 16-24, 38, and 41-44 were rejected under 35 U.S.C. §102(b) as being anticipated by *White* (4489625). Applicant respectfully traverses this rejection for at least the reasons previously discussed.



The Examiner argues that Figure 5 of *White* discloses a pinion 54 which is similar to the drive pinion 116 and is mounted to a radially unsupported pinion shaft. Irrespective of whether pinion 54 is

mounted to a “radially unsupported pinion shaft,” the gear arrangement of *White* inherently prevents the shaft of drive pinion 54 from being displaceable off said common line to split said load between said first spur gear and said second spur gear as recited in Applicant’s claims. Firstly, Figure 5 itself illustrates a stout large diameter shaft for pinion 54 which is not radially displaceable based on the structure alone. Secondly, pinion 54 is not located along a common line drawn between the axes of rotation of gears 55 and 56 (see annotated Figure 5 above). That is, the axis of rotation of drive pinion 54 is not along a common line as illustrated in the above annotation. Thirdly, since the drive pinion 54 is not located along a common line with gears 55, 56 any displacement of drive pinion 54 would result in disengagement with one of gears 55, 56 rendering the gear train inoperable. Applicant therefore respectfully disagrees with the rejections for at least these additional reasons.

Claims 5-11, 13-15, 26, 27, 39, and 40 were rejected under 35 U.S.C. §103(a) as being unpatentable over *White* in view of *Kish* (5813292). Applicant respectfully traverses this rejection as *Kish* fails to disclose the deficiency of *White* which, at least, fails to disclose or suggest said floating pinion axis of rotation, said first spur gear axis of rotation, and said second spur gear axis of rotation located along a common line. Thus, in addition to the arguments previously raised, the proposed combination fails for the above-discussed reasons as well.

Applicant respectfully submits that this case is in condition for allowance. If the Examiner believes that a teleconference will facilitate moving this case forward to being issued, Applicant’s representative can be contacted at the number indicated below.

Respectfully Submitted,

**CARLSON, GASKEY & OLDS, P.C.**

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